

Project Design	FHWA Oversight Level	Deviation and Corridor/Project Approval ^{(a)(b)}	EU Approval ^(b)	Design Approval
Interstate				
New/Reconstruction ^(c) <ul style="list-style-type: none"> Federal funds No federal funds 	(d) (e)	FHWA	Region	FHWA
Intelligent Transportation Systems (ITS) over \$1 million	(f)	HQ Design	Region	HQ Design
All Other ^(g) <ul style="list-style-type: none"> Federal funds State funds Local agency funds 	(f) (f) (e)	HQ Design	Region	Region
National Highway System (NHS)				
Managed access highway outside incorporated cities and towns, or inside unincorporated cities and towns, or on a limited access highway	(f)	HQ Design	Region	Region
Managed access highway within incorporated cities and towns ^(h) <ul style="list-style-type: none"> Inside curb or EPS⁽ⁱ⁾ Outside curb or EPS 	(f) (f)	HQ Design HQ H&LP	Region N/A	Region City/Town

FHWA = Federal Highway Administration

HQ = WSDOT Headquarters

H&LP = WSDOT Highways and Local Programs Office

EPS = Edge of paved shoulder where curbs do not exist

- (a) These approval levels also apply to deviation processing for local agency work on a state highway.
- (b) See 330.04(4)
- (c) See Chapter 325 for definition.
- (d) Requires FHWA review and approval (full oversight) of design and PS&E submitted by HQ Design
- (e) To determine the appropriate oversight level, FHWA reviews the Project Summary (or other programming document) submitted by HQ Design, or by WSDOT Highways and Local Programs through HQ Design
- (f) FHWA oversight is accomplished by process review. (See 330.09)
- (g) Reduction of through lane or shoulder widths (regardless of funding) requires FHWA review and approval of the proposal
- (h) Applies to the area within the incorporated limits of cities and towns
- (i) Includes raised medians

Design Approval Level

Figure 330-2a